INTRODUCTION

This report describes the findings of an Architectural Survey for New York State Department of Transportation PIN 4947.14.121, Lake Ontario State Parkway, in the City of Rochester and Towns of Greece, Parma, Hamlin, Kendall and Carlton, Monroe and Orleans Counties, New York.

The Architectural Survey was performed by the Cultural Resource Survey Program (CRSP) of the New York State Education Department (SED), in April to July 2008, according to the guidelines of the 2004 Revised SED CRSP *Work Scope Specifications for Cultural Resource Investigations.* The survey provides an architectural documentation and evaluation of the parkway for National Register of Historic Places Eligibility. The Department of Transportation has requested this evaluation to guide project planning that is sensitive to the original design and construction of the parkway.

Project Description

PIN 4947.14.121 extends the length of the Lake Ontario State Parkway, a distance of 35 miles (56.3 km), from Lake Avenue in the City of Rochester to NY 18/Lakeside State Park in the Town of Carlton. The Department of Transportation has proposed a multi-use trail and future projects to be determined, which may affect original features of the parkway. An immediate concern is the original timber railings on bridges and culverts, a contributing feature of the original parkway, which are scheduled for replacement.

National Register Eligibility

The Lake Ontario State Parkway was determined by this survey to be Eligible for the National Register of Historic Places. The parkway is historically significant as one of only two state parkways built in western New York State, linking Rochester to Hamlin Beach State Park, Braddock Bay State Wildlife Management Area, Lakeside Beach State Park, and other recreational locales along the Lake Ontario shore. The parkway comprises a 35-mile segment of a much longer along lakeshore parkway originally planned by Franklin D. Roosevelt to connect Fort Niagara to the Thousand Islands. The parkway is architecturally significant as a designed historic landscape in the tradition of earlier parkways in New York State, featuring a picturesque curving route, rustic stone bridges and buildings, and park like landscaping, offering scenic views of Lake Ontario and the surrounding countryside.

The parkway was built over a 25-year period from the late 1940's to the early 1970's. The original, eastern portion from Hamlin Beach State Park to Lake Avenue in the City of Rochester, was completed 1948 to 1963. The western extension from Hamlin Beach State Park to Lakeside Beach Park was completed 1969 to 1972. The entire length of the parkway is considered Eligible for the National Register due to original planning of route from the 1930's to the 1950's, and the use of consistent construction and aesthetic standards on both the original portion and western extension. Hamlin Beach State Park and Lakeside Beach State Park are included in the Eligibility because of the close association of the parks within the parkway construction and original use..

Existing Features

The parkway is largely intact over its length, retaining its original configuration and landscaping, and the large majority of its Medina stone bridges, culverts and gas station. Primary changes to original structures include the removal of a railroad bridge near Rochester, the construction of a new bridge for Island Cottage Road with the routing of NY 390 onto the original bridge in 1983, the reconstruction of the Latta Road bridge in 1983, and the current replacement of the Dewey Avenue bridge. Several other bridges and culverts also have been repaired. In all cases, the new or modified structure maintains the aesthetic standard of the parkway. The parkway gas station near Hamlin Beach State Park is vacant but appears to be largely intact on the exterior.

Changes to other features include the replacement of most of the rustic timber guide railings with oxidized box beam railings. Timber railings remain at the approaches to three overpass bridges on the eastern part of the parkway, and at 15 bridges and culverts on the western part of the parkway. Original wooden signs and wooden lamp posts on the eastern part of the parkway have been replaced with standard metal signs and metal overhead lamps, respectively. On several of the large culverts, original flagstone sidewalk paving has been removed and concrete parapet caps have been added.

The parkway landscape reveals limited change beyond maturation in most areas. Observed differences include a thinning of trees at a few of the bridge crossings on the eastern part of the parkway, the addition of screening where new development has occurred, and the loss of smaller plantings at some of the eastern creek crossings. Some of the culverts and bridges are slightly overgrown, but on the whole, the vegetation is well manicured. New residential development and scattered commercial development has occurred east of Manitou Beach Road but is not largely visible from the parkway due to border screening. The parkway still offers many scenic views of the marshes and creeks along its eastern portion, and wide views of the lake and rolling countryside along its western portion.

Survey Methodology

The architectural survey consisted of a field survey to document existing features and landscaping, a search of background materials to document the history of the parkway, and the preparation of a report to present the findings.

The field survey was performed in April and July 2008. The survey consisted of an inventory and 35 mm photography of bridges, culverts, buildings, timber railings, lights, and other features of the parkway, and Hamlin Beach State Park and Lakeside Beach State Park. Selected views were taken to document existing landscape features to compare to the original landscaping shown on construction plans. Primary structures and features were identified on a project map prepared from aerial photographs.

The following repositories provided research materials including primary and secondary literature, highway construction plans, newspaper articles, and historic photographs:

- Central Library of Rochester and Monroe County, 115 South Ave, Rochester, New York. Rundell Memorial Building, Local History Collection: Newspaper clippings documenting the parkway construction.

- New York State Department of Transportation, Design Division, Record Plans Office, 50 Wolf Road, Albany: Construction plans for the parkway.

- New York State Library Manuscripts and Special Collections: Primary and secondary source material.

- Mary E. Smith, Historian for the Town of Hamlin: Background history of Hamlin Beach State Park

The following report provides an evaluation of the Lake Ontario State Parkway as a National Register Eligible Historic Landscape using an adapted "Historic District Inventory Form for NYS DOT Projects." Included are a description and an inventory of individual features and landscaping and an evaluation of the parkway significance. The narrative is supplemented with historic plans and modern photographs of features and landscaping.

OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
NEW YORK STATE
Bernadette Castro
Commissioner

HISTORIC LANDSCAPE INVENTORY FORM
For NYSDOT Projects
New York State Education Department Cultural Resources Survey Program
Work Scope Specifications, Section I.C. (January 1998)

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY
USN:

IDENTIFICATION

Name: Lake Ontario State Parkway

County: Monroe and Orleans County

Town/City: City of Rochester, Towns of Greece, Parma, Hamlin, Kendall and Carlton

DESCRIPTION

The Lake Ontario State Parkway extends 35 miles along the south shore of Lake Ontario, from Lake Avenue in the City of Rochester, to NY 18/Lakeside Beach State Park in the Town of Carlton, passing through the Towns of Greece, Parma, Hamlin, and Kendal. The parkway was built over a 25-year period from the late 1940's to the early 1970's. The original, eastern portion from Hamlin Beach State Park to Lake Avenue in the City of Rochester, was completed from 1949 to 1963. The western extension from Hamlin Beach State Park to Lakeside Beach Park was completed from 1969 to 1972.

The parkway is part of the St. Lawrence Seaway Trail. It provides access to Braddock Bay State Park, Hamlin Beach State Park, Lakeside Beach State Park, and other recreational and locales along the Lake Ontario shore. It is intersected by NY 390, NY 259, NY 260, NY 19, NY 237 and town roads which lead to the lake from Greece, Hilton, Spencerport, Brockport, Albion, and smaller hamlets. The parkway is restricted to passenger vehicles except between Latta Road and Lake Avenue, where it is an arterial allowing commercial traffic.

The parkway crosses the gently rolling lake plain at 250 to 290 feet above sea level. It follows a broadly curving route at 200 to 500 feet from the lake except where it avoids wetlands west of Rochester, where it is one to one and one-half miles from the lake. The parkway traverses agricultural and natural areas over most of its length, with suburban and commercial development close to Rochester and beachfront locales along the lake. The parkway crosses numerous creeks which drain northeast from the Niagara Escarpment to Lake Ontario. The largest include Round Pond Creek, Larkin Creek, Northrup Creek, Buttonwood Creek, Salmon Creek, East Creek, Brush Creek, Sandy Creek, Yanty Creek, Bald Eagle Creek, and Oak Orchard Creek.

The parkway consists of dual eastbound and westbound travel lanes with a landscaped center median and borders. The travel lanes are twelve feet wide with inner concrete curbs east of Hamlin Beach State Park and no curbs west of the park. The original pavement was bituminous macadam on contracts 1953 or earlier, asphalt concrete on contracts 1954 to 1964, and cement concrete on later contracts. The roadway east of Hamlin Beach State Park was originally repaved with asphalt concrete in 1964 and 1974, while the roadway west of the park retains the original pavement. The roadway east of the park has an asphalt outer shoulder which varies from approximately three to ten feet wide, narrowing at bridge underpasses and creek crossings. This originally was a grass shoulder except on the arterial section. The roadway west of the park has a consistent twelve foot asphalt outer shoulder and a two-foot asphalt inner shoulder.

The median varies in width east of Hamlin Beach State Park where it narrows for bridges and creek crossings and widens for center turnarounds and an undeveloped gas station site. Based on measurements from construction plans, the median is 30 to 44 feet wide between Latta Road and Greenleaf Road, 175 feet wide at a

turnaround west of Greenleaf Road, 20 to 50 feet wide between Dewey Avenue and Island Cottage Road, 325 feet wide at a turnaround between Island Cottage Road and Long Pond Road, ten feet or less at the crossing of Northrup Creek, 125 feet wide at the undeveloped gas station site west of Lowden Point Road, and less than ten feet at the crossings of Buttonwood Creek and Salmon Creek. The median is 50 to 60 feet wide between Manitou Beach Road and Sandy Creek, except at East Creek, Brush Creek and Cowsucker Creek where it narrows to 20 to 40 feet, and at Sandy Creek where it narrows to less than ten feet. The median is 150 feet wide at the gas station site and 120 feet at Yanty Creek. The median is a consistent 120 feet wide west of Hamlin Beach State Park except where it widens to 650 feet for Bald Eagle Creek. The arterial section east from Latta Road is narrower than the parkway overall with no median and narrow grass borders.

The parkway intersects 30 roads consisting of state and town highways, a city street (Lake Avenue) and access roads for Hamlin Beach State Park and Lakeside Beach State Park. The roads are crossed by 18 grade separations and 12 grade intersections. The grade separations are located between Dewey Avenue and Manitou Beach Road and west of Hamlin Beach State Park, and include 12 interchanges and six bridges with no interchange at Latta Road, Island Cottage Road, Lowden Point Road, Norway Road, West Kendall Road and Peter Smith Road. The grade intersections are located primarily between Hamlin Beach State Park and Payne Beach Road. The CSX Railroad crosses the parkway east of Dewey Avenue.

The parkway features a total of 44 spans officially categorized as bridges (based on a length of 20 feet or more) which include grade separation bridges, the CSX Railroad bridge, and bridges/culverts over larger creeks. The bridges consist of steel frame, continuous concrete, plate girder, concrete arch, and rolled beam girder spans on the eastern part of the parkway and rolled beam girder spans on the western part of the parkway. The 2002 Department of Transportation Historic Bridge Inventory has identified one bridge, NY 390 over the parkway, as individually Eligible for the National Register of Historic Places based on its two-span concrete arch design. The parkway also features numerous culverts less than 20 feet long, consisting of concrete box and pipe structures over smaller creeks and streams. Changes/additions to original bridges include the removal of a railroad bridge west of Latta Road, the reconstruction of the Latta Road bridge, and the realignment of Island Cottage Road for NY 390, which uses the original Island Cottage Road bridge.

The bridges and culverts have rustic stone facing which is a defining feature of the parkway aesthetic. The stone is reddish Medina sandstone or an equivalent including Ithaca sandstone, randomly mixed with grey and other lighter colored sandstone, rectangular cut in varied sizes, and laid in irregular courses. Contrasting light grey granite is used for the ring stones on the six highway bridges between Greenleaf Road and East Manitou Road. These bridges and the bridges/large culverts for Larkin Creek, East Creek, Brush Creek, Cowsucker Creek and Yanty Creek have stone facing on the entire structure. Stone facing is used on the abutments, piers, and wing walls of the bridges for Latta Road, Dewey Avenue, Island Cottage Road and the CSX Railroad, the bridges/large culverts for Round Pond Creek, Northrup Creek, Buttonwood Creek, Salmon Creek, and Sandy Creek, and the bridges for all of the highways and creek crossings on the western part of the parkway. Medina sandstone sidewalks are used on most of the large creek crossings and Medina sandstone slope paving is used under highway bridges on the western part of the parkway.

Original steel box railings are located on the bridges and most of the large culverts. On the eastern part of the parkway the six highway bridges between Manitou Beach Road and Greenleaf Road have single rails with square posts bolted to the parapet walls. The exception is the Lowden Point Road bridge, where concrete parapets have replaced the railings. The Latta Road bridge and the Dewey Road bridge being removed have 4-rail deck railings with square posts. The highway bridges west of Hamlin Beach State Park have 2-rail and 4-rail deck railings with steel plate posts. The spans over creeks east of Hamlin Beach State Park have 4-rail deck railings that extend between abutment parapet walls, except at Larkin Creek, East Creek, Brush Creek, Cowsucker Creek, and Yanty Creek, which have continuous parapet walls. The parapet walls have been topped by a concrete cap/steel rail on the East Creek, Brush Creek and Cowsucker Creek culverts. The spans over Bald Eagle Creek and Oak Orchard Creek west of Hamlin Beach State Park have 2-rail deck railings with steel plate posts. On most of the spans box beam railings have been added in front of the original railings and parapet walls.

Rustic timber railings were originally used for the approaches to bridges and large culverts, at smaller culverts, at grade intersections, and on service roads. On the eastern part of the parkway, two different types of timber railings were used. Item 236 railings were the primary type, consisting of peeled bark locust rails mortised

into chamfered locust posts. These were placed at the approaches to bridges on and over the parkway (except Latta Road), at the approaches to spans over large creeks, at grade intersections between Hamlin Beach State Park and Payne Beach Road, and on parkway service roads. Item 336 railings consisted of single 2 5/8 x 5 5/8 inch 8-foot planks with lap connections, bolted onto 5 1/2 inch square rabbeted wooden posts; or 1 5/8 x 3 5/8 planks bolted onto the face of 3 5/8 inch square posts. These were used in Hamlin Beach State Park, on interchange ramps, and along right of way lines. On the western part of the parkway, Item 36 railings replaced Item 236 railings, consisting of 2 x 10 inch 10-foot planks with a steel plate backing and steel splice plates, bolted onto steel "T" posts. These were used on parkway bridges and culverts, while oxidized steel box beam railings were used for the approaches to bridges over the parkway. Item 336 railings do not appear to have been used on the western part of the parkway.

The timber railings have been replaced by oxidized steel box beam railings in most locations. Timber railings remain at the approaches to bridges carrying Long Pond Road, East Manitou Road and Manitou Beach Road over the parkway; on the parkway bridges over the Hamlin Beach State Park ramps, NY 272, Bald Eagle Creek, Point Breeze Road/Oak Orchard Creek and the Lakeside Beach State Park ramps; and at ten culverts west of Norway Road.

Rustic wooden signs were originally featured along the parkway east of Hamlin Beach State Park in addition to standard metal highway signs. Type A signs, used for directions and warnings, were three to four feet wide and mounted between two posts, and Type B signs, also used for directions and to mark creek crossings, averaged three feet wide and were mounted on a center post. Pylon signs used at park entrances were 13 feet 6 inches long and consisted of a wooden signboard mounted between 5 feet 6 inch high stone pylons. Standard park signs were two feet wide and consisted of a wooden signboard mounted on a center post. The signs had flat black and green backgrounds with reflecting aluminum letters except where hand painted letters were used for creek crossings. By 1959, all of the rustic signs were replaced by the current standard metal signs which became the standard for later sections of the parkway. These have white reflecting letters on a green background.

Rustic lighting units originally were placed at highway grade crossings between Hamlin Beach State Park and Payne Beach Road. The "Typical Parkway Lighting Units A and B" consisted of a square wooden post with a tapered cross arm and curved bracket, using General Electric Pendant Luminaires. Wooden lighting units also were placed in Lakeside Beach State Park, consisting of chamfered wooden posts with tapered cross arms and Revere Series 2600 Luminaire lamps or an equivalent. Plans do not show what type of lights were placed in Hamlin Beach State Park and at the parkway gas station, though quite possibly wooden post lamps also were used there. Overhead aluminum lamp posts with mercury vapor luminaries were placed at highway interchanges between Dewey Avenue and Lake Avenue where the parkway became an arterial. Lighting on the parkway was substantially reduced in 1977 with the replacement of the original rustic lights at the grade intersections with steel overhead lights, and the removal of most of the overhead lights on interchanges east from Dewey Avenue. Old style post lanterns recently have been erected along the parkway at Lake Avenue.

The parkway originally included one gas station just east of Hamlin Beach State Park. Another station planned between East Manitou Road and Lowden Point Road was never built. The gas station, now vacant, is a gabled frame building with stone facing consistent with parkway bridges and buildings in Hamlin Beach State Park. The station likely originally provided restrooms and possibly a store in addition to gasoline. The building presently has boarded entries and windows and the gas pumps have been removed. The boarded windows presumably retain 6/6 sash and multi-light picture windows comparable to buildings in Hamlin Beach State Park.

Hamlin Beach State Park, Braddock Bay State Park, and Lakeside Beach State Park were lakeside attractions that were developed in conjunction with the parkway. Hamlin Beach State Park was originally a 597-acre county park named Northwest Beach Park which opened in 1928. Renamed Hamlin Beach Park in 1930, the park was initially improved under Works Progress Administration projects in 1930 and 1932. More extensive improvements came after the Civilian Conservation Corps established camp in the park in 1935. The CCC developed the East Woods and West Woods areas (Areas 1 and 3) from June 1935 to August 1941, with completed work including a sea wall and jetty, roads and trails, water and drainage systems, rustic stone buildings including two shelters, a concession building, and several comfort stations; rustic stone culverts, walls, fireplaces and drinking fountains, and landscaping. A rustic stone bathhouse was built by a private contractor in 1940. The park expanded in 1949 with the acquisition of new property along the lakefront, with new roadways and parking lots built under early parkway contracts, and a rustic stone toll gate at the park entrance, a superintendent's headquarters, and a

maintenance building built under park contracts by 1952. The park expanded in the early 1960's with the acquisition of land extending west to Devil's Nose and east beyond Yanty Marsh, ultimately encompassing 1200 acres. Improvements in the late 1960's and early 1970's included the opening of campgrounds, the construction of stone shelters and comfort stations in Areas 4 and 5, and the construction of new jetties to protect the beach.

Most of the original stone buildings and features built by the CCC and park contractors between 1935 and 1952 remain in the park. These include the contact station/toll gate, bathhouse, shelters in Areas 1 and 3, concession building, and comfort stations, and culverts, fireplaces and drinking fountains. The Medina sandstone stonework of these structures is mirrored in the gas station, bridges, and culverts built on the parkway.

Braddock Bay State Wildlife Management Area, encompassing Braddock Bay State Park, is a hunting, fishing, and birding preserve with ponds and marshes between Payne Beach and Island Cottage Beach, including Braddock Bay, Cranberry Pond, Long Pond, Buck Pond and Round Pond. The park was developed as the parkway was built through this area in the mid-1950's. The parkway originally featured a bridle path along Buck Pond, between Island Cottage Road (NY 390) and Long Pond Road, and probably extending west along Long Pond. The bridle path crossed Larkin Creek and Northrup Creek on the parkway culverts where a guide rail separated it from traffic. The bridle path is paved or grown in on the culverts and otherwise not evident. Other features of this area include three parking lots built near the parkway on Manitou Beach Road, Lowden Point Road and Long Pond Road to provide access for sportsmen, and service roads from Long Pond Road to Larkin Creek, Buck Pond, and Beatty Point.

Lakeside Beach State Park is located at the western terminus of the parkway in Orleans County. First opened in 1968 and completed in the mid-1970's, the park features a contact station/toll gate and caretaker's cottage at the park entrance, a campground in the eastern part of the park, a shelter and comfort station in the western part of the park, and a maintenance building on the south side of the parkway. The contact station/toll gate is a Medina sandstone building comparable to the early 1970's buildings in Hamlin Beach State Park.

Landscaping

The parkway originally was landscaped with extensive trees, shrubs, and grass. The landscape was designed to enhance built and natural features of the route by managing existing trees and adding new trees and accent species at bridges, grade crossings, creek crossings, and in the parks. Trees were planted along parkway boundaries in some areas to screen adjacent development while existing trees were thinned in other areas to enhance views of the lake. Groups of trees were planted in wide medians to add to existing woods and fill in open stretches.

Landscaping contracts list as many as fifty different species planted along the eastern part of the parkway from Hamlin Beach State Park to Dewey Avenue. Hamlin Beach State Park featured the most diverse array of plants on the parkway. The park was originally landscaped in 1950 with additional plantings in 1959. Original plantings included sugar and red maple, red oak, beech, ash, elm, linden, birch, and alder trees along the roadways. Smaller trees and shrubs included cherry, hawthorn, honeysuckle, dogwood, amur maple, snowberry, bayberry, winterberry, euonymus, and vibernum, with beds of rose bushes to accent the contact station. In 1959, red oaks, black tupelos, Austrian pines, willows, and honey locusts were added to these areas, and Austrian pines, pin oaks, crabapples and bayberry were planted around pylon signs erected at the park entrance.

East of the park, the Yanty Creek bridge and many culverts were accented with dogwood, hawthorn, winterberry, and rose bushes in 1950. Landscaping near the gas station site included red maples, red oaks, hawthorn, witch hazel, chokeberry and vibernum. Additional plantings in 1959 included euonymus and yews close to the building, rows of honey locusts along the entrance roads, and clusters of black tupelo, willow, pin oak, honey locust, Austrian pine and crabapple trees in the nearby median. The Sandy Creek bridge was landscaped with hawthorn, dogwood, honeysuckle, chokeberry and coralberry in 1950, with willows, pines, hawthorns and crabapples added in 1959. Grade crossings between Sandy Creek and Payne Beach Road were landscaped in 1959 with pines, willows, and smaller numbers of red maples, red oaks, black tupelos and crab apples on the outside of the intersections, with smaller hawthorns, honey locusts, and crab apples in the median. Pine and willow trees were used to screen an adjacent housing development at Wautoma Beach.

Landscaping from Payne Beach Road to Dewey Avenue in 1957 included six highway bridges, five large creek crossings, and several parking areas and maintenance facilities. The bridges typically were planted with sugar maple, red oak, pin oak, and honey locust trees on the four quadrants, with groups of crab apples close to the bridge. The creek crossings and other wet areas were planted with willows, and at Larkin Creek, accompanied by crab apples and honey locusts. Screening along the parkway borders was provided mainly by Austrian pines and willows, accented in some areas by crab apples, honey locusts, and dogwoods.

Landscaping along the western part of the parkway was completed in the early 1970's. As many as 35 species were planted in Lakeside Beach State Park including sugar maple, silver maple, green ash, red oak, linden, honey locust, honeysuckle, and crab apple trees. Bridges were landscaped with willow, Austrian pine, green ash, red and silver maple, pin oak and honey locust trees. Extensive screening was added where Hamlin Beach State Park expanded west in the 1960's, including sugar maple, Austrian pine, red maple, silver maple, London plane trees, green ash, paper birch, pin oak and honey locust trees. These species and willows in wet areas were used to reinforce existing borders in other locations, and to fill in the wide parkway median. Areas close to the lake, including sections between Lakeshore Road and Peter Smith Road, were kept mostly clear of vegetation to preserve the scenic views.

The landscape reveals limited change beyond maturation in most areas. Observed differences include a thinning of trees at a few of the bridge crossings on the eastern part of the parkway, the addition of screening where new development has occurred, and the loss of smaller plantings at some of the eastern creek crossings. Some of the culverts and bridges are slightly overgrown, but on the whole, the vegetation is well manicured. New residential development and scattered commercial development has occurred east of Manitou Beach Road but is not largely visible from the parkway due to the maturing borders. The parkway still offers many scenic views of the marshes and creeks along the eastern part, and the wide lake views and rolling countryside along the western part.

Table 1. Summary of Primary Structures of the Lake Ontario State Parkway

Bridges and Large Culverts					
BIN #	**Feature Carried**	**Feature Crossed**	**Structure Type**	**Date**	**Individual NR Eligibility***
1095610	Latta Rd	Parkway	Rolled Beam Multi-Girder	1960	Not Eligible
7036000	CSX Railroad	Parkway	Plate Girder	1960	Not Evaluated
1036010	Greenleaf Rd	Parkway	Concrete/Rigid Frame	1960	Not Eligible
1035999	Parkway	Dewey Ave	Rolled Beam Multi-Girder	1956	Not Eligible
1035989	Parkway	Round Pond Creek	Concrete Box Culvert	1956	Not Evaluated
1072410	Island Cottage Rd	Parkway	Rolled Beam Multi-Girder	1983	Post-1961
1035970	NY 390	Parkway	Filled Spandrel Concrete Arch	1958	ELIGIBLE
1035961	Parkway WB	Larkin Creek	Concrete Box Culvert	1956	Not Evaluated
1035962	Parkway EB	Larkin Creek	Concrete Box Culvert	1956	Not Evaluated
1035950	Long Pond Rd	Parkway	Concrete/Rigid Frame	1956	Not Eligible
1035949	Parkway	Northrup Creek	Multiple Box Culvert	1954	Not Evaluated
1035930	Lowden Point Rd	Parkway WB	Concrete/ Rigid Frame	1955	Not Eligible
1072430	Lowden Point Rd	Parkway EB	Concrete/ Rigid Frame	1955	Not Eligible
1035920	East Manitou Rd	Parkway	Concrete/ Rigid Frame	1955	Not Eligible
1035919	Parkway	Buttonwood Creek	Concrete Frame Box Culvert	1954	Not Evaluated
1035909	Parkway	Salmon Creek	Rolled Beam Multi-Girder	1954	Not Eligible
1043700	NY 261/Manitou Beach Rd	Parkway	Concrete/ Rigid Frame	1954	Not Eligible
1035880	Parkway	East Creek	Concrete Frame Box Culvert	1950	Not Evaluated
1035870	Parkway	Brush Creek	Concrete Box Culvert	1950	Not Evaluated
	Parkway	Cowsucker Creek	Concrete Box Culvert	1950	Not on Inventory
1035869	Parkway	Sandy Creek	Rolled Beam Multi-Girder	1950	Not Eligible
1035841	Parkway WB	Yanty Creek	Concrete/ Rigid Frame	1936	Not Eligible
1035842	Parkway EB	Yanty Creek relocation	Concrete/ Rigid Frame	1972	Post-1961
1068421	Parkway WB	Hamlin Beach Park Ramp I & J	Rolled Beam Multi-Girder	1971	Post-1961
1068422	Parkway EB	Hamlin Beach Park, Ramp I & J	Rolled Beam Multi-Girder	1971	Post-1961
1095591	Parkway WB	NY 272	Rolled Beam Multi-Girder	1971	Post-1961
1095592	Parkway EB	NY 272	Rolled Beam Multi-Girder	1971	Post-1961
1068430	Norway Rd	Parkway	Rolled Beam Multi-Girder	1971	Post-1961
1068440	Parkway WB	Bald Eagle Creek	Rolled Beam Multi-Girder	1971	Post-1961
1068450	Parkway EB	Bald Eagle Creek	Rolled Beam Multi-Girder	1971	Post-1961
1520130	Kendall Rd	Parkway	Rolled Beam Multi-Girder	1971	Post-1961
1068461	Parkway WB	West Kendall Rd	Rolled Beam Multi-Girder	1973	Post-1961
1068462	Parkway EB	West Kendall Rd	Rolled Beam Multi-Girder	1973	Post-1961
1068471	Parkway WB	Peter Smith Rd	Rolled Beam Multi-Girder	1973	Post-1961
1068472	Parkway EB	Peter Smith Rd	Rolled Beam Multi-Girder	1973	Post-1961
1068480	Lake Shore Rd	Parkway	Rolled Beam Multi-Girder	1973	Post-1961
1520141	Parkway	Point Breeze Rd	Rolled Beam Multi-Girder	1971	Post-1961
1520142	Parkway	Oak Orchard Creek	Rolled Beam Multi-Girder	1971	Post-1961

* National Register of Historic Places Eligibility based on 2002 State Department of Transportation Historic Bridge Inventory. Railroad bridges, culverts, and post-1960 bridges were not included in the inventory.

SIGNIFICANCE

The Lake Ontario State Parkway is Eligible for the National Register of Historic Places, under Criterion A, as the only state parkway built in the Genesee Valley region of New York State, and under Criterion C, as a designed historic landscape incorporating the salient features of parkways first pioneered in New York in the 1920's. The Lake Ontario State Parkway represents the only completed portion of a longer parkway originally planned by Governor Franklin Roosevelt to follow the south shore of Lake Ontario from Fort Niagara to the Thousand Islands. The parkway was built over a 25-year period from the late 1940's to the early 1970's. The eastern portion from Hamlin Beach State Park to Lake Avenue in the City of Rochester was completed 1948 to 1963, and the western portion from Hamlin Beach State Park to Lakeside Beach Park was completed 1969 to 1972. The immediate goal of the parkway was to connect Hamlin Beach State Park to the City of Rochester under the state park and parkway plan for the Genesee Valley region. The parkway ultimately provided access to Hamlin Beach State Park, Braddock Bay State Park, Lakeside Beach State Park, and numerous other beaches and wildlife areas along the lake, as a primary recreational route for Rochester and environs.

The Lake Ontario State Parkway was designed in the tradition of the Bronx River Parkway and other early parkways, with a curving route, a landscaped median and borders, rustic stone bridges and buildings, and rustic wooden signs and guide railings. The eastern portion features diverse topography with a varied roadway and structures. The hallmark section winds through the Braddock Bay State Wildlife Management Area, an unspoiled wetland encompassing woods, marshes, ponds, and views of the lake. This section features five arched bridges carrying Manitou Beach Road, East Manitou Road, Lowden Point Road, Long Pond Road, and NY 390 over the parkway, and five parkway spans over Salmon Creek, Buttonwood Creek, Northrup Creek, Larkin Creek, and Round Pond Creek. All are faced with reddish Medina sandstone (or Ithaca sandstone) that defines the aesthetic for the parkway. At the parkway midpoint is a rustic stone gas station which matches buildings in nearby Hamlin Beach State Park. Hamlin Beach State Park, the original starting point and primary attraction along the parkway, features Medina stone buildings, culverts, and features built by the CCC and park contractors between 1935 and 1952 which set the standard for later parkway structures. The parkway west of Hamlin Beach State Park features long rolling hills and open views of the lake with a relatively uniform roadway and structures. Nine intersecting highways on this portion have grade separations featuring girder bridges with Medina sandstone facing on the abutments and piers. Longer haunched girder bridges carry Lake Shore Road over the parkway and carry the parkway over Point Breeze Road/Oak Orchard Creek. At the west end of the parkway is Lakeside Beach State Park which features tremendous views of the lake and a rustic stone contact station/toll gate that is consistent with the 1970's buildings in Hamlin Beach State Park.

The parkway retains a high degree of integrity. Primary changes to original structures include the removal of a railroad bridge west of Latta Road, the reconstruction of the Latta Road bridge in 1983, the construction of a new bridge for Island Cottage Road when NY 390 was routed onto the original bridge in 1983, and the current replacement of the Dewey Avenue bridge. Several other bridges and culverts also have been repaired. In all cases, the new or modified structure maintains the original aesthetic standard of the parkway. Other changes include the removal of most of the rustic timber guide railings, and the replacement of wooden signs and lamp posts erected on eastern parkway sections in the early to mid-1950's. The landscape reveals limited change beyond maturation in most areas. Observed differences include a thinning of trees at a few of the bridge crossings on the eastern part of the parkway, the addition of screening where new development has occurred, and the loss of smaller plantings at some of the eastern creek crossings. Some of the culverts and bridges are slightly overgrown, but on the whole, the vegetation is well manicured. New residential development and scattered commercial development has occurred east of Manitou Beach Road but is not largely visible from the parkway due to the maturing borders. The parkway offers many scenic views of the marshes and creeks along the eastern part, and the encompassing views of the lake and rolling countryside along the western part.

The Lake Ontario shore had become a summer playground for residents Rochester long before the Lake Ontario State Parkway was built. In the early 1850's, city residents began to frequent Ontario Beach at Charlotte after the New York Central Railroad extended a branch line there from Rochester. The popularity of the beach increased through the 1870's, and rose dramatically in the 1880's, with the railroad's construction of a grand amusement park known as the "Coney Island of the West." As many as 40,000 to 60,000 people might attend the park on a given Sunday, including visitors from Buffalo, Syracuse, Pennsylvania, and Canada who came by railroad and steamboat.

City dwellers began to build beachfront cottages to the east and west of Charlotte in the 1870's and planned on a railroad to improve on the slow roads leading west to Braddock Bay. In 1890, the Grand View Beach Railroad built an electric railway from Charlotte to Manitou Beach which crossed the Braddock Bay on a long trestle. Reorganized as the Rochester, Charlotte, and Manitou Beach Railway in 1895, the railway spurred the development of an "ozone belt" stretching from Ontario Beach to Manitou Beach, with Beattie Beach, Island Cottage, Crescent Beach, Grandview Beach and numerous hotels along the route. In an advertisement for special excursion rates from Rochester via the New York Central Railroad, the railway advertised ""Finest Fishing in State," Eight Miles of Beautiful Beach," and "Trains from Ontario Beach Every Few Minutes" (Tomkiewicz and Husted 1982:84).

The Manitou railway had been chartered to extend four miles further west to Hilton, and was surveyed out to Devil's Point in Hamlin, but was never extended beyond Manitou Beach. As a result, the lakefront west of Manitou Beach was not easily accessible from Rochester and saw light development before the improvement of highways. Several locales did emerge as summer destinations. An early fishing station at Troutburg, near the eventual location of Hamlin Beach Park, became a small resort with an improved hotel in the 1860's and a second hotel in 1880. An early commercial port at Point Breeze on Oak Orchard Creek became popular in the 1870's with an average of 40 summer boarders there in the 1880's. The adjacent resort of Lakeview began with a racetrack and hotel in the late 1860's, and in the 1890's, featured a much larger hotel and 100 acres for cottages. A resort named Lakeside, established in 1882 on Johnson's Creek near the eventual location of Lakeside Beach Park, was called one of the most attractive resorts in New York (Signor 1894:656).

In 1924, the Manitou railway ceased operation due to high maintenance costs and lost ridership, marking the transformation of Rochester's ozone belt. With automobile ownership on the rise in the 1920's, Rochester residents were exploring more distant locales along improved highways, diverting attendance from Ontario Beach Park and other nearby resorts. At the same time, the success of the Bronx River Parkway and other Westchester County parkways had set the stage for parkway development in New York State. With the populations of Rochester and Buffalo increasing 35% and 20% respectively in the 1910's, and expected to balloon further in the 1920's and 1930's, scenic parks and parkways were planned to serve the recreational needs of these cities.

New York State park development in the early 1900's had been dedicated to land acquisition in the Adirondack and Catskill Forest Preserves and the preservation and improvement of scenic and historic properties including Palisades Interstate Park, Saratoga State Reservation, and Niagara State Reservation. Some of these were state initiates but most were private initiatives guided by no comprehensive plan. In the late 1910's, the State Reconstruction Commission, under George W. Perkins, President of Palisades Interstate Park, pursued a unified plan for state park development under which all regions of the state would benefit. The commission stressed the urgency for the plan due to rapid population growth and inadequate parks in the cities, a strong public interest in conservation and recreation, and the dramatic rise of automobile transportation.

The State Reconstruction Commission in 1922 issued a fifteen million dollar bond proposal for its plan which was approved with backing from Governor Al Smith in 1924. For western New York State, the proposal included two million dollars to develop Allegany State Park, one million dollars for the Niagara State Reservation, and one-half million dollars for Letchworth Park. The Niagara Reservation was to be the centerpiece of a riverway and park system along the Niagara River from Lake Erie to Lake Ontario and the starting point for the lakeshore parkway proposed by Roosevelt. Allegheny Park and Letchworth Park would be connected by other parkways and boulevards placing them within easy reach of Buffalo and Rochester.

In 1927, the Monroe County Park Commission prepared a *Park and Parkway Plan* depicting the proposed route of the Lakeside Parkway, with the proposed Genesee Valley Parkway and Irondequoit Valley Parkway to intersect it on either side of Rochester. In 1931, the Genesee State Park Commission prepared a wider plan of Present and Proposed Parks and Parkways in the Third Park Region of New York State, encompassing Monroe, Orleans, Genesee, Livingston, and Wyoming Counties. This plan linked Rochester into a web of proposed parkways and boulevards accessing six parks along the lakeshore, five parks and a state forest five to fifteen miles south of the city, and Letchworth Park and two state forests in the southern part of the region. Parks along the lake included Durand Eastman Park and Ontario Beach Park in Rochester, and a Suggested State Game Preserve (future Braddock Bay State Park), Hamlin Beach County Park, and Lakeside Park along the eventual route of the Lake Ontario State Parkway.

The Lake Ontario State Parkway would be built on the model of the Bronx River Parkway and its successors, adapted to local conditions and the faster highway speeds of the 1940's. The route was planned as a limited access highway but used grade intersections between Sandy Creek and Payne Beach Road where traffic was expected to be light. The roadway featured 12-foot travel lanes, a mostly wide landscaped median, and ample shoulders to maximize safety. Wide borders edged with dense trees buffered the parkway from adjacent development. Most development was concentrated at the Rochester end of the parkway, where the route was built as an arterial under less restrictive aesthetic standards. Overall, the parkway passed through a pristine environment, its chief concern being the preservation of natural areas along the lake. As planned, the parkway would limit impact to existing landforms, use plantings matched to native species, and incorporate rustic stone structures and rustic timber features within a created setting in balance with its surroundings.

The immediate goal of the parkway was to provide a direct route from Rochester to Hamlin Beach Park, a popular beach within close driving distance of the city. The park had originally opened as a county park named Northwest Bay Park in 1928, and in 1930, was chosen by the newly formed Genesee State Park Commission as the natural site for a park on the proposed parkway. The park offered great potential for future growth as a bathing and picnicking site, with over 370,000 people driving in on local roads between May and October 1931. The state was to acquire the park from Monroe County in exchange for a county park to be developed on lands owned by Webster State Hospital at Nine Mile Point, a transfer that also would open the doors for the parkway construction.

Hamlin Beach Park was initially improved by the Works Progress Administration in 1930 and 1932, and was largely developed by the Civilian Conservation Corps from 1935 to 1941. Operating from a camp established on Moscow Road in June 1935, the CCC employed local stone masons, carpenters, forestry crews, auto mechanics, truck drivers, rock crusher operators, and road crews to build the park during the latter years of the Depression. Completed work consisted of a sea wall and jetty, roads and trails, water and drainage systems, rustic stone buildings including two shelters, a concession building, and several comfort stations, and rustic stone culverts, fireplaces, and fountains. A matching stone bathhouse was built by a private contractor in 1940. The park was further improved under early parkway contracts awarded in 1948 and 1950 and under concurrent park contracts, with a new entry drive from the parkway leading to a paved circuit drive and parking lots, and a rustic stone contact station replacing an original wooden shanty. Park landscaping was undertaken by the CCC, and under state contracts which called for up to fifty species along park roads, including sugar maple, red maple, red oak, beech, ash, elm, linden, birch, and alder trees, and cherry, hawthorn, honeysuckle, dogwood, amur maple, snowberry, bayberry, winterberry, euonymus, and vibernum.

The parkway itself began as a work relief project in the mid-1930's. The Civil Works Administration built the initial section of the roadway from Sandy Creek and Yanty Creek including the rustic stone bridge over Yanty Creek that became the model for later parkway bridges. The state was poised to begin construction in earnest with the transfer of Hamlin Beach Park to the state and the acquisition of the final properties along the parkway route in 1937. The state legislature expectedly set aside funds for construction in 1938, however, the appropriation was vetoed by Governor Lehman. A $4.6 million appropriation was passed under Laws of 1941, but work did not get underway until after WWII.

The parkway was built over a 25-year period under 39 contracts by approximately 25 different contractors. The contracts covered the roadway construction and paving, bridges and culverts,, service roads and parking lots, landscaping, lighting, traffic signs, and repairs or changes to original structures. The eastern part of the parkway was built by the Bero Construction Corporation (seven contracts), the Potter-Dewitt Corporation (four contracts), and the Grow Construction Company. Four additional contractors, the A. Plotzker Company, the Serafini Construction Company, the William E. Bouley Company, and the Thomas P. Spagnoletti Construction Company, built the Lowden Point Road interchange, the bridges over Larkin Creek and Round Pond Creek, the Dewey Avenue bridge, and the Island Cottage Road bridge, respectively. The western part of the parkway was built by the Bero Construction Company, S. J. Groves and Sons, Inc., and the Cold Springs Construction Company.

Work began at Hamlin Beach State Park in 1948 and progressed generally eastward toward Rochester. The first sections, from the park to Walker-Lake Ontario Road and from Walker-Lake Ontario Road to Payne Beach Road were completed in Fall 1950. These sections featured grade intersections for ten roads leading north to the lakeshore and service roads to properties cut off by the parkway. The use of grade crossings, and the original

paving of only the westbound travel lanes from Sandy Creek to Payne Beach Road reflected the sparse settlement and expected light traffic in this area when the parkway was planned. As construction proceeded eastward, increasing use of the parkway to reach Hamlin Beach Park resulted in a weekend bottleneck here until the eastbound lanes were paved in 1958. The parkway spurred beachfront development through this area, with existing and planned subdivisions in most favorable locations between Yanty Creek and Payne Beach by the 1950's.

The parkway route crossed Sandy Creek, Brush Creek, East Creek, and Cowsucker Creek between Hamlin Beach Park and Route 259. A girder bridge was built over Sandy Creek and large box culverts were used to carry the other creeks. The spans were faced with rustic stone according to specifications which called for Medina sandstone or an equivalent, predominantly red in color, with 20% grey and small to moderate amounts of pink and green, 80% of stones having length three to five times their height, randomly laid to not show clusters of same size, height, texture or color. Capstones and coping were to be a slightly lighter color than the masonry. The masonry was to be 60% rock face, 20% split face and 20% seam face, except the stone in the wing walls, which was to be rough finished.

The parkway's only gas station was built one and one-half miles east of Hamlin Beach Park under a separate contract after the roadway was completed. The gas station was a rustic stone gabled structure similar to the buildings in Hamlin Beach Park, providing rest rooms and possibly a store in addition to fuel. Landscaping included euonymus and yews close to the building, rows of honey locust along the entry roads, and clusters of black tupelo, willow, pin oak, honey locust, Austrian pine and crabapple in the median.

The parkway route east from Payne Beach Road passed through wetlands encompassing Braddock Bay, Cranberry Pond, Long Pond, Buck Pond, and Round Pond. This section proved difficult to build due to objections over the potential effects of the highway on ducks and other wildlife. As originally planned, the parkway was to follow the lakefront across Braddock Bay before turning south along the edge of wetlands further east. In 1943, a new route was mapped south of Braddock Bay due to initial concerns from conservation groups. For unknown reasons, the route was moved back to the lakefront in 1948, triggering a new round of protests.

In January 1950, the state met with the Monroe County Citizen's Committee for the Preservation of Natural Resources and agreed to complete a test survey of a route entirely south of the wetlands, promising that no further construction contracts would be awarded until a satisfactory route was chosen. At the same time, Senator George T. Manning, representing Rochester, and Assemblyman Charles F. Stockmeister, representing Greece, forwarded a bill that would block appropriations for new construction until the Genesee State Park Commission and the Monroe County Board of Supervisors could come to agreement on the parkway route. The GSPC contended that a route around the marshes would be $500,000 more expensive to build than a through route, a position that was challenged by conservationists.

The state decided on a route that would cut through the corner of Rose Marsh and Braddock Bay, while following the south edge of marshes further east. Conservationists felt that this route was still too intrusive, while proponents felt that a compromise had been made and the parkway should proceed. In conjunction with the parkway, the state improved Braddock Bay as a state park. The park was expected to serve an overflow crowd from Hamlin Beach State Park, based on the rapidly increasing park attendance in the Genesee region in the early 1950's. The park eventually was included within the larger Braddock Bay Fish and Wildlife Management Area, extending from Buck Pond to Rose Marsh. This area generally corresponded to the Suggested State Game Preserve originally proposed by the Genesee State Park Commission in 1931.

A total of 11 contracts were awarded, from November 1951 to June 1955, to construct the parkway from Payne Beach Road to Dewey Avenue. This section featured a winding route with six highway grade separations, five bridges/culverts over larger creeks, a proposed gas station site and a turnaround in the median between East Manitou Road and Island Cottage Road, and a bridle path along the north side adjacent to Buck Pond. Three parking lots were later built on Manitou Beach Road, Lowden Point Road, and Long Pond Road to accommodate sportsmen who had been using the parkway shoulders to access duck hunting and fishing areas. Service roads also were built along the west edge of Buck Pond and to Beatty Point for sportsmen.

Grade separations were built at Manitou Road, East Manitou Road, Lowden Point Road, Long Pond Road, Island Cottage Road, and Dewey Avenue, which were busy roads leading to growing lakeshore communities. All

provided interchanges with the parkway except Lowden Point Road. All of the highways except Dewey Avenue crossed over the parkway on attractive arched bridges with complete rustic stone facing. Stonework specifications for these bridges called for Medina sandstone, with the option of Ithaca sandstone or Beria sandstone, or pink granite similar to Milford Pin, Deer Island or Moose-a-Bec. Other colors were to be added proportionately, using the Sandy Creek bridge as a model. The ring stones of the arches were to be a lighter colored granite or gneiss. Four of the bridges were built with Medina sandstone, while the Lowden Point Bridge appears to have used grayish brown Ithaca sandstone. The parkway crossed over Dewey Avenue on a girder span with Ithaca sandstone facing on the abutments only. The bridges typically were landscaped with sugar maples, red oaks, pin oaks, and honey locusts on the four quadrants, with groups of crab apples close to the bridge.

The parkway bridged Salmon Creek, Buttonwood Creek, Northrup Creek, Larkin Creek and Round Pond Creek in the wetlands area, with spans consisting of a beam bridge over Sandy Creek, and concrete box culverts over the other creeks and smaller streams. The spans opened scenic views of the surrounding ponds and marshes. Medina sandstone facing was used on the abutments and parapet walls, with complete facing on the inner visible sides of the split parkway bridges over Larkin Creek. Medina sandstone also was used for sidewalk paving on all except for the Larkin Creek bridges, where the westbound span accommodated the bridle path behind a fence on its north side. These crossings were landscaped with willows, and at Larkin Creek, accompanied by crab apples and honey locusts.

News articles provided photographs and extolled the beauty of this section of the parkway, calling it "particularly attractive as it slices through wooded areas and marshlands. There is an aspect of wilderness through the area though which it runs. Fishermen frequent the roadside ponds, there are "no trapping" signs, snarled marshland undergrowth and there are few houses." (*Rochester Times Union*, 11.6.1958). Among the total 4800 trees planted were 17 varieties including 1600 oaks, ashes, maples, and honey locusts, and 1500 crabapples. Maples, oaks and locust were planted at highway interchanges to soften the manmade horizon line and other areas were left open to preserve vistas of the lakeshore (*Rochester Times Union*, 24.6.1958).

The parkway section from Dewey Avenue to Long Pond Road was officially opened by Governor Averill Harriman in a dedication held on October 14, 1958. The master of ceremonies was Robert Moses, Chairman of the State Council of Parks, who lamented that only 20 of 300 miles along Lake Erie and Lake Ontario were freely accessible to the public, including five miles on the Lake Ontario State Parkway. In a jab at groups opposing the parkway, he cited one of his pet peeves as the "unreasonable and fanatical conservationists" who had locked up much of the lakefront in the Adirondacks from public access as a forever wild preserve (*Rochester Times Union*, 14.10.1958). Governor Harriman predicted that the parkway from Hamlin Beach Park to Rochester would be completed by 1961 and revealed that a proposal by the Genesee State Park Commission to extend the parkway west to Fort Niagara had been referred to the State Department of Public Works for study. Robert Moses called for land to be purchased along the extended route before it was "sub-divided and priced out of the market." (*Rochester Democrat and Chronicle*, 14.10.1958).

The parkway route between Dewey Avenue and Lake Avenue was built and paved under two contracts awarded in 1958 and 1961. This section included a center turnaround between Dewey Avenue and Greenleaf Road, a grade separation interchange at Greenleaf Road, and bridges carrying Latta Road, the Baltimore and Ohio Railroad, and the New York Central Railroad over the parkway. The Greenleaf Road bridge was a stone faced arched span built to match the five spans between Manitou Road and Island Cottage Road. The railroad spans were utilitarian plate girder structures with facing only on the piers and abutments. Between Latta Road and Lake Avenue, the parkway became an arterial highway and was built under less restrictive aesthetic standards. The Latta Road bridge was a girder span with smooth concrete abutments, the only structure without stone facing on the parkway. The arterial roadway featured a narrowing center median east from Latta Road, metal railings instead of timber railings, and paved shoulders instead of grass seeded shoulders. The arterial was well lit with 144 evenly spaced lights compared other portions of the parkway, which featured lights only at highway grade crossings.

As work progressed toward Lake Avenue, highway planners considered an eastward extension of the parkway through the Town of Irondequoit that would merge with the Sea Breeze Expressway and cross Irondequoit Bay via the proposed arterial for Route 104. An eastward extension of the parkway, with connections to Durand Eastman Park and Veteran's Memorial Bridge, originally had been considered by the Genesee State Park Commission in the early 1950's but was overshadowed by work on Rochester's arterial system. In 1961, the State

Department of Public Works hired consultants to complete an aerial survey and map, and in May 1962, revealed two possible routes for the extension. After crossing the Genesee River on a new bridge south of Stutson Street, the route would either follow the lakeshore through the north edge of Durand-Eastman Park or loop south along the Genesee River before turning east through the park. State highway engineers were said to favor the southerly route because it allowed interchanges both with Seneca Park on the Genesee River and Durand-Eastman Park. State Department of Public Works District Engineer Bernard Perry suggested that this route would be a "beautiful parkway and a beautiful drive," requiring a limited taking of private property (*Rochester Times-Union* 15.5.1962).

The proposed eastward extension remained an unsettled issue through the 1960's. Bernard Perry continued to promote the importance of a controlled access highway through the Town of Irondequoit while the town rejected it due to excessive impacts to Durand-Eastman Park and residential neighborhoods. In 1966, the State Council of Parks met to discuss the state's proposal for this extension, with some committee members viewing a westward extension of the parkway as more urgent. In August 1968, the state accelerated plans for the eastward extension due to rapidly rising land values in Irondequoit. Perry re-emphasized the need for the highway, stating that the Keeler Street Expressway (Route 104) was not adequate to carry all of the east-west traffic through the town. In 1969, State Senator Thomas La Verne of Rochester revealed a separate proposal to build a lakeside expressway east along the Penn Central Railroad right of way. In a letter to the Rochester Democrat and Chronicle, a city resident expressed shock over La Verne's proposal, suggesting that the railroad and a future parkway would block the lakefront, which they felt should be made more accessible for recreation (*Rochester Democrat and Chronicle* 28.9.1969).

The parkway ultimately was not extended east due to local opposition, expensive land values, and funding diverted to other highways. The westward extension instead took precedence under the original goal of reaching the Robert Moses Parkway at Fort Niagara. In 1958, Governor Harriman had requested $30,000 for the survey of an initial 15-mile extension west from Hamlin Beach Park to the future location of Lakeside Beach State Park in Orleans County. This was in response to the Orleans County Board of Supervisors, who had indicated that Hamlin Beach State Park was the only state park easily accessible to area residents. Planning of the route continued in the early 1960's, and in September 1965, included another 38-mile stretch from Kuckville, Orleans County to Fort Niagara. Anticipation grew as the Robert Moses Parkway along the Niagara River neared completion, and Gordon W. Harvey, Manager of the Genesee State Park Commission, predicted that construction of the westward extension would begin by 1970.

The final planning for the 15-mile extension from Hamlin Beach State Park to Lakeside Beach State Park was completed in 1967 and 1968 and construction began in 1969. Contracts for the sections from Kendall Road to Hamlin Beach Park and from Lakeside Beach Park to Point Breeze Road were let in 1969 and completed by mid-1971. The latter section was opened soon after it was completed, however, the Kendall section was delayed in opening until January 1972 due to funding shortages for maintenance resulting from the defeated state transportation bond act. The contract for the intervening section from Point Breeze Road to Kendall Road was let in 1970 and completed in December 1972. The parkway was officially opened from Hamlin Beach Park to Lakeside Beach Park on February 16, 1973.

The western extension of the parkway traversed open agricultural areas, crossing Oak Orchard Creek, Bald Eagle Creek, and many smaller streams, and intersecting a dozen north-south roads leading to the lake. The westward extension was relatively uniform compared with the eastern portion of the parkway, built with a consistent 120-foot wide median, 12-foot paved shoulders, and girder bridges. Grade separations were built at nine of the intersecting roads, with interchanges at all but Norway Road, West Kendall Road and Peter Smith Road. Norway Road, Kendall Road, Lake Shore Road and Wilson Road crossed over the parkway, while the parkway was built over the access roads to Hamlin Beach State Park and Lakeside Beach State Park, NY 272, West Kendall Road, Peter Smith Road, and Point Breeze Road. Several smaller crossroads were truncated. All of the grade separation bridges were stinger/multi-beam structures, with single spans used to carry the parkway, and double or triple spans used to carry intersecting roads over the parkway. The primary variation in these bridges was the use of haunched girders for the longer spans over the Hamlin Beach Park ramps and Lake Shore Road. The creek spans consisted of a three-span haunched girder bridge over Oak Orchard Creek and separate beam bridges over Bald Eagle Creek. A new eastbound parkway bridge built over Yanty Creek to accommodate the new interchange at Hamlin Beach State Park was a steel frame span built to match the arched profile and full stone facing of the original westbound bridge built in 1936.

All of bridges featured Medina sandstone or an equivalent stone on the abutments and piers, with Medina sandstone paving on the slope below the abutments on highway bridges. The Yanty Creek bridge was cited as the model for stonework on all of the bridges. The specifications for bridges over West Kendall Road and Peter Smith Road allowed for the substitution of Red Tennessee marble for Medina red sandstone and Queenston limestone for Medina grey sandstone. The specifications for the bridges further west allowed for the substitution of a red sandstone with grey seams obtained from Adirondack Stone Quarries in Malone. The bridges typically were landscaped with willow, Austrian pine, green ash, red and silver maple, pin oak and honey locust trees.

The parkway extension included a new interchange at Hamlin Beach State Park. Hamlin Beach State became very popular in the late 1960's, having been declared the only unpolluted beach on Lake Ontario. Improvements concurrent with the parkway extension included the opening of a campground and Areas 4 and 5 in the new western part of the park, and the construction of jetties to protect the beach. Extensive screening was added where the parkway bordered the western part of the park, including sugar maples, Austrian pines, red maples, silver maples, London plane trees, green ash, paper birch, pin oaks and honey locusts.

Lakeside Beach State Park was initially opened in 1968 and improved in conjunction with the parkway construction. The park featured a rustic stone contact building/toll gate and a frame caretaker's cottage at the park entrance, a campground, and picnic areas with scenic views of the lake. The parkway interchange featured a half clover leaf with a connection to County Route 18 and ramps for the planned extension of the parkway further west. Landscaping included sugar maple, silver maple, green ash, red oak, linden, honey locust, honeysuckle, and crab apple trees and accent species along the entrance roads.

The Lake Ontario State Parkway ultimately ended at Lakeside Beach State Park. There was little justification for extending the route 45 miles west to the Robert Moses Parkway. State Route 18 provided an adequate two-lane route to attractions along the lake including Golden Hill State Park, Wilson-Tuscarora State Park, Four Mile Creek State Campsite, and Fort Niagara State Park. The parkway saw increased use in its eastern portions after the completion of Route 390 in 1983, as suburban development has extended west from Rochester in the Town of Greece. Western portions have continued to see light use except when the state parks and other beaches, marinas, and natural areas along the route are frequented in the summer.

The State Department of Transportation assumed responsibility for the parkway in 1980, though the highway remains under the ownership of the State Department of Parks, Recreation, and Historic Preservation. One of the changes under DOT management was the decision to allow bicycles to ride on the ten-foot parkway shoulders, as approved by the Genesee State Park and Recreation Commission in 1979. This became an issue when two bicyclists were killed by motorists in the area between Manitou Road and East Manitou Road in 1997 and 1998. In 1999, project engineers from the Department of Transportation and Office of Parks, Recreation, and Historic Preservation launched a study of bicycle safety issues on the parkway, which recommended $23.5 million in improvements, including wider shoulders, improved signage, a campaign to alert drivers about bicyclists on the parkway, and a multi-use trail parallel to the parkway. The multi use trail is one of the projects currently under consideration by the Department of Transportation.